

RAILROAD DAY.



ELY, NEVADA, SEPTEMBER 29th 1906

This reprint of the 1906 Railroad Day program is a joint project of:

Bureau of Land Management, Ely District Office

The East Ely Railroad Depot Museum

The Nevada Northern Railway Museum



The Centennial Logo reflects the construction of the railroad.

Track construction started at Cobre on September 11, 1905.

The railroad reached Ely on September 29, 1906.

The railroad reached the copper mines August 1, 1907

ER Miller

Ely's "Railroad Day"

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BY HOULDER HUDGINS, CHAIRMAN
ON BEHALF OF
"RAILROAD DAY" GENERAL COMMITTEE

PRESS OF THE CENTURY PRINTING CO.
SALT LAKE CITY

ELY'S "RAILROAD DAY"

ELY today celebrates the completion of the Nevada Northern Railway from Cobre (signifying in Spanish "Copper"), on the main line of the Southern Pacific, to this, the county seat of White Pine county, in which have been found deposits of free milling copper ore, already blocked out and awaiting treatment, valued at from \$250,000,000 to \$500,000,000, according to varying standards.

More than that, "*Railroad Day*" festivities reach beyond mere local satisfaction, for the Nevada Northern confers its benefits upon a vastly larger area, tapping a territory nearly every mile of which is studded with mineral wealth, awaiting discovery.

From Cobre, where ground for the railroad was broken on September 9, 1905, the Nevada Northern runs due south 140 miles to Ely through the great Steptoe valley, flanked on either hand by towering mountains, which yield treasure generously to the touch of the fortune hunter. In this valley the armies of the world could be manœuvred, each one in complete seclusion from the others, so expansive are its bor-

ders, outreaching through neighboring canyons, passes and valleys until they embrace the entire eastern half of the State of Nevada. Here, hidden away, five to ten thousand feet above the tidal flows of the Atlantic and the Pacific, sustenance for the American people could be provided with proper distribution of water over the soil, the character of which is, generally speaking, a rich loam, ranging from six to twenty feet in depth from the surface.

Into this Land of Promise the Nevada Northern comes today as a welcome visitor, bringing assurance that Ely, which has lain dormant for generations in the heart of a mineral empire, will shortly take rank among the world's greatest producing centers.

Today Ely has the railroad. Soon will follow a smelter and concentrating plant of huge proportions, wherein the dross of the hills will be transformed into wealth untold; and then another, and possibly a third, fourth and fifth plant will follow. The possibilities of the town and district outrun the imagination when the fact is presented that all about Ely, squatted now in a narrow canyon, but spreading apace to

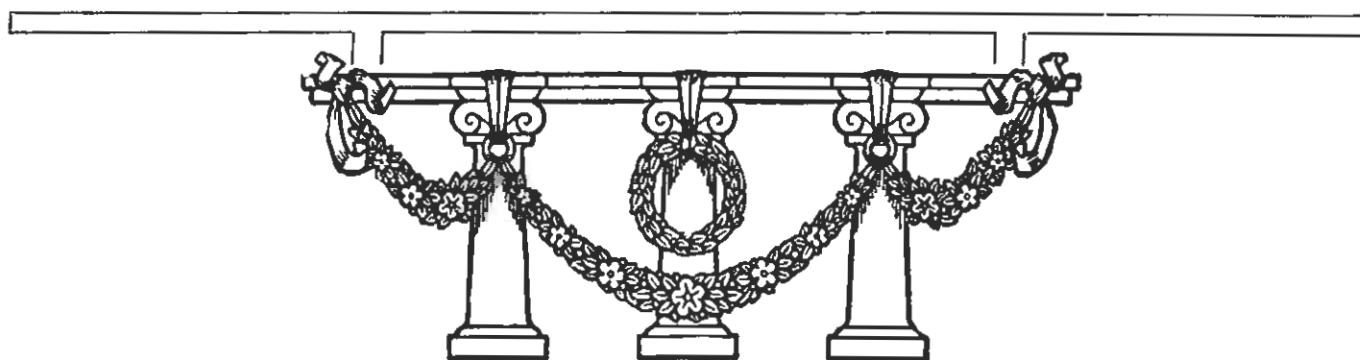
other canyons above, and to the open plain below, rise a chain of mountains, high above the skyline, extending for a distance of eight miles from east to west, which hold in their grasp the largest bodies of tractable ores known to man, and that other mountains, as yet scarcely prospected, stretch away as far as the eye can see, in which repose unknown possibilities.

With the advent of the railroad today the growth of the town begins in earnest. Within eighteen months it is estimated that the pay roll of the population will approximate \$15,000 per day, or nearly \$5,000,000 per annum—expended in wages alone. This vast sum will find its way into the channels of trade, into investments by homeseekers, or back into the mountains to facilitate further development. Such disburse-

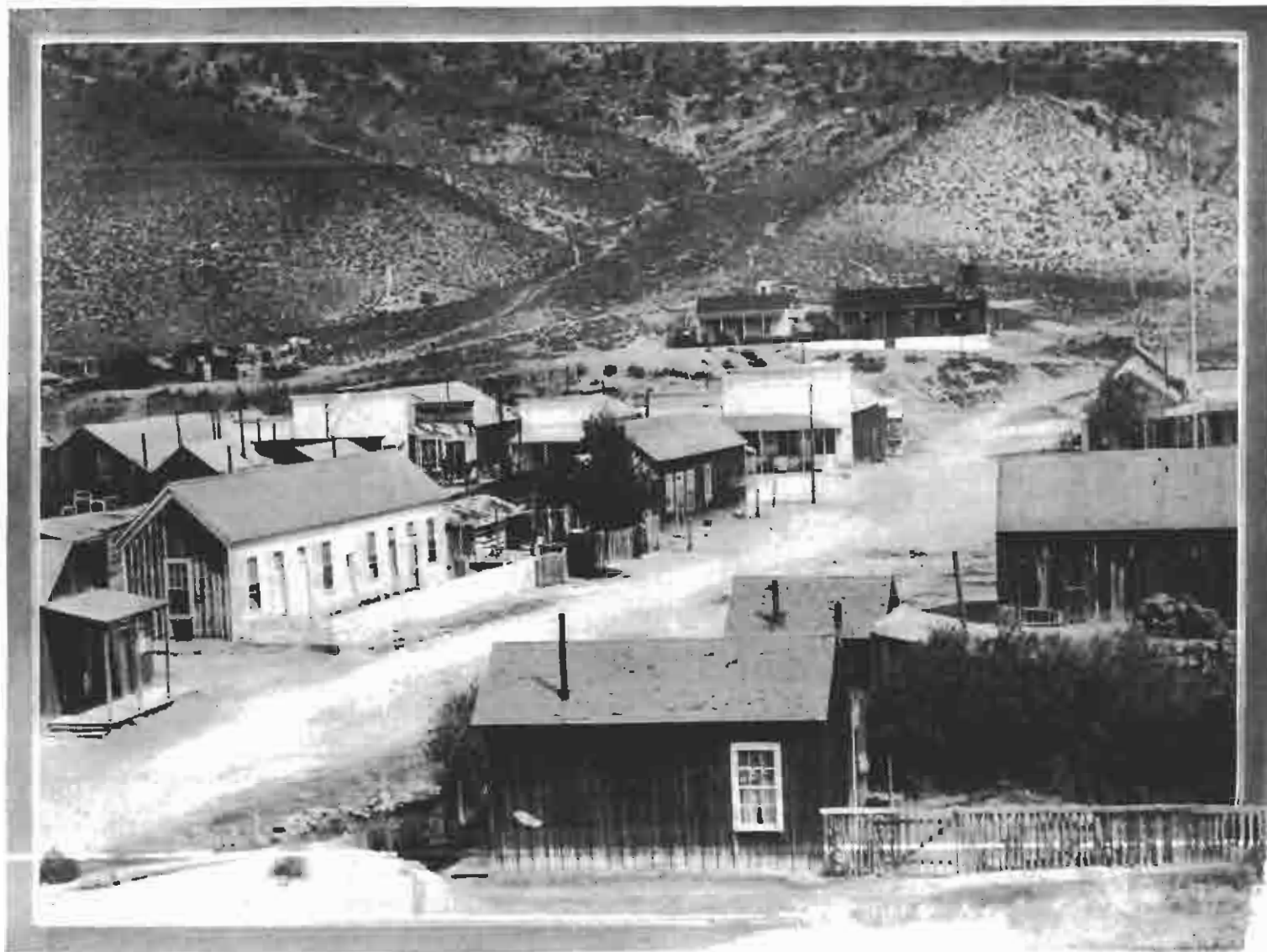
ment insures the permanence and expansion of Ely and its transformation by leaps and bounds to the dignity of a city.

That is the significance of "Railroad Day" in Ely; that is what the people of the town are celebrating, and that is what multitudes of far-seeing business men from neighboring cities are helping to celebrate.

To the men and women, of White Pine county, who have struggled through years of waiting for "the railroad" this souvenir is dedicated, not as a history of Ely (for they all know that by heart), but as a pictorial memento of the occasion, which may preserve cherished memories and be referred to with interest by those who pass here when Ely is alive to the conceptions of today.



"In the Days
of Auld
Lang Syne"



Photograph of
Ely, taken
twenty years
ago - 1886



Sectional View of Ely Today

ORDER OF EXERCISES

By prearrangement the first train into Ely, laden with visitors from east and west, reached here at 11 o'clock, engines and cars gorgeously decorated with flags and bunting. Then followed the program as mapped out.

Address of Welcome.....HON. H. A. COMINS

"Driving the Last Spike".....BY GENERAL MANAGER M. L. REQUA
Band.

Invitation to Participate in a Barbecue, Prepared for Everybody.

"How and Why the Nevada Northern Was Built"
GENERAL MANAGER M. L. REQUA
Chorus.

"Nevada as Seen From the Governor's Office".....HON. JOHN SPARKS
"The University as a Factor in State Building"..PRESIDENT J. E. STUBBS
Band.

"Nevada as Affected by the San Francisco Earthquake"
HON. FRANCIS G. NEWLANDS

"Nevada in the U. S. Senate".....HON. GEORGE S. NIXON
Band.

"The Mining Industry as a National Resource"..HON E. S. FARRINGTON

"The Mining Outlook in this Commonwealth".....HON. OSCAR J. SMITH

"Ogden the Gate of the Middle West and Its Relation to Ely"
HON. WM. GLASMANN
Chorus.

"Influences of the Law on Mining".....HON. A. E. CHENEY

"Salt Lake as the Center of Mining Industry and Its Relation to White
Pine County"HON. CHARLES S. VARIAN
Band.

"Copper One of the World's Commodities".....JUDGE GEORGE S. BROWN

"Nevada, Old and New".....HON. C. C. GOODWIN

"The Pioneer Men and Women of White Pine County"
HON. THOS. ROCKHILL
Band.

"Then and Now; Some Reminiscences of Olden Days"
HON. WM. M. STEWART

"The Strength of American Citizenship in the Upbuilding of Our In-
dustries"HON. FRANK J. CANNON

"The Press and Its Mission".....MR. HOULDER HUDGINS
Chorus.

"What's Left".....HON. SAM P. DAVIS
Band.

COMMITTEES FOR THE DAY

These Committees arranged and carried through the exercises incident to the celebration of "Railroad Day" by the people of Ely, September 29, 1906

Executive Committee

W. N. MCGILL, *Chairman*,
A. D. CAMPTON,
H. A. COMINS,
HOULDER HUDGINS,
F. M. ROOT,
ALLEN C. BRAGG,
WALTER C. PERKINS,
D. C. McDONALD,
A. G. CORBETT,
J. F. MILES,
MRS. W. N. MCGILL,
A. A. MARSHALL,
G. M. PEACOCKE.

Committee on Finance

A. G. CORBETT,
F. ROUNTREE,
J. B. SIMPSON,
NEIL MUNRO,
J. A. FESLER,
H. O. HALL,
A. C. CORDINER,
D. S. DICKERSON,
W. H. MILLER,
H. S. WALES,
THOS. COX,
JAMES P. GASKILL.

Committee on Street and House Decorations

J. F. MILES,
V. T. LEWIS,
THOS. O'NEILL,
J. H. CARDON,
H. W. CULBERTSON,
A. T. HUDGINS,
F. M. ROOT,
FRANK McNULTY,

D. C. McDONALD,
GEO. M. PEACOCKE,
J. HARVILLE,
F. M. CLARK,
H. CLAY HERRICK.

Committee on Accommodation of Visitors

D. C. McDONALD,
W. C. GALLAGHER,
F. S. PILEBY,
G. L. RICKARD,
JOHN WEBER,
O. C. NELSON,
A. C. BURTON,
E. L. R. WALLACE,
G. M. PEACOCKE,
H. C. HERRICK,
G. T. NICHOLS,
W. M. WADLEIGH.

Committee on Barbecue

A. D. CAMPTON,
W. D. CAMPBELL,
A. R. WHITEHEAD,
JOS. NEWMAN,
A. C. HOUSE,
RUSSELL W. HUDGINS,
WALTER RYNearson,
LEE MURDOCK,
E. A. AUSTIN.

Committee on Order of Exercises

ALLEN C. BRAGG,
E. L. R. WALLACE,
JOHN HARVILLE,
H. K. WHEELER,
W. B. ROOT,
O. C. NELSON.

Committee on Badges

WALTER C. PERKINS,
HOULDER HUDGINS,
J. A. FESLER.

Committee on Press and Souvenir Program

HOULDER HUDGINS,
D. S. DICKERSON,
ALLEN C. BRAGG,
W. B. ROOT,
J. D. CROSSETTE.

Committee on Music

F. M. ROOT,
JAMES P. GASKELL,
V. T. LEWIS,
A. H. WHITLEY.

Reception Committee

H. A. COMINS,
THOS. ROCKHILL,
W. B. GRAHAM,
W. W. ARMSTRONG,
GEO. E. GUNN,
JOS. L. GIROUX,
J. P. GASKELL,
W. R. BASSETT,
R. H. RICHARDSON,
W. N. MCGILL,
A. D. CAMPTON,
H. A. COMINS,
HOULDER HUDGINS,
F. M. ROOT,
ALLEN C. BRAGG,
WALTER C. PERKINS,
D. C. McDONALD,

A. G. CORBETT,
J. F. MILES,
ROBERT NYE,
H. M. FULMER,
R. R. IVES.

Ladies, Reception Committee

MRS. W. N. MCGILL,
MRS. A. D. CAMPTON,
MRS. JOHN WEBER,
MRS. J. A. FESLER,
MRS. G. M. PEACOCKE,
MRS. F. M. CLARK,
MRS. A. J. CARTWRIGHT,
MRS. JOHN HARVILLE,
MRS. E. MILLARD,
MRS. E. WHITE,
MRS. J. B. SIMPSON,
MRS. PERCY JACKSON,
MRS. R. H. RICHARDSON,
MRS. J. M. LOCKHART,
MRS. D. W. ELLIS,
MRS. H. W. CULBERTSON,
MRS. H. K. WHEELER,
MRS. H. A. COMINS,
MRS. D. C. McDONALD,

Committee on Streets

A. A. MARSHALL,
ALEX. BAIRD,
FRED OLDFIELD,
JOHN HUDGINS.

Committee on Invitations

J. S. HARVILLE,
H. A. COMINS,
E. L. R. WALLACE.

MARK LAWRENCE REQUA

General Manager Ely's Potential
Companies

LIFE'S a prospect with the uncertain world surging beneath the surface showings, and every man's a prospector. But how few have the good fortune to bore straight to bedrock?

The subject of this sketch inherited the faculty. His father, Isaac L. Requa, was a Comstocker, and Mark L. Requa grew up in Virginia City with metal in his blood that rang true to the traditions of the period. His intuitions held him, like a magnet, to his native state, despite the allurements of wealth and position.

For four years Mr. Requa, now in the prime of life, has persevered



in his discovery of Ely, working night and day to demonstrate his theory that this is the greatest copper camp on Earth. And now he has succeeded. The victory is his.

The photograph of the general manager of the Nevada Con. which appears on this page pleases Mrs. Requa best, but the people of Ely know him better as he stands, surrounded by his staff, in a subsequent pose, which is characteristic of the man.

Others there may be who foresaw the future of the Ruth mine and of the district roundabout, but none can deny that without the untiring insistence of Mr. Requa there would be no celebration in White Pine County today.



Scenes In Town and Out



General Manager Regua in Characteristic Pose, Surrounded by His Staff



In Aultman Street



Mining Scenes Near Ely



Family Groups Under the Camera



Copper Flat, Showing the Eureka Shaft of the Nevada Consolidated Copper Co.



Everybody Knows These



Sheep Grazing on the Mountain Side, and How the Fleece is Prepared for Shipment



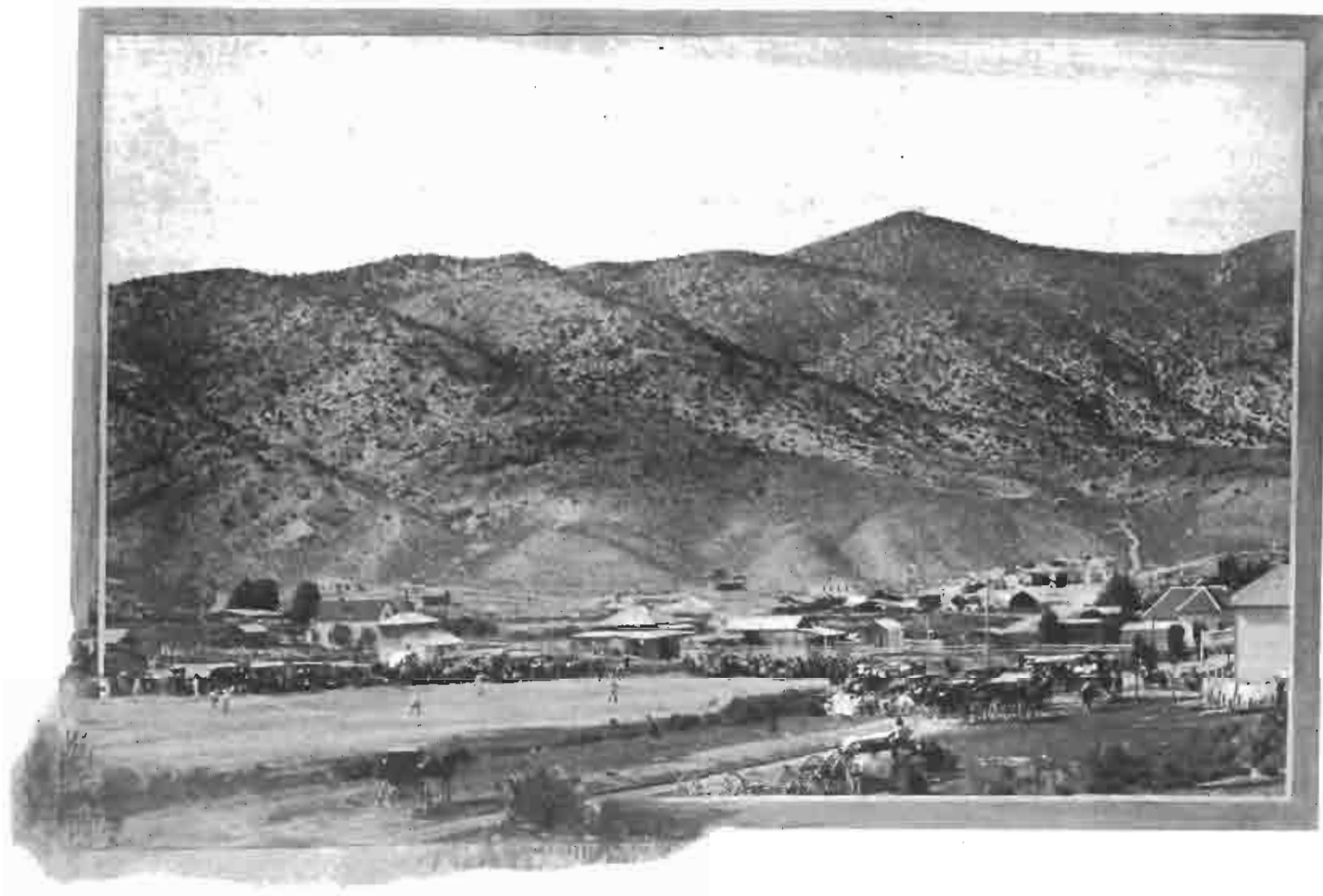
On corner where Aunt Rachel Porter Buldy is



Old Land Marks and New



"Familiar Friends" (for the sake of the uninitiated it may be explained that the top photograph is a fine reproduction of Hercules Cap, the Old Overland Route to California



A Baseball Game up the Canyon



The Mountains, "Big Sim," and Other Celebrities in Repose



McGill's Home on the Big N. B. Bradley town



Family Groups at the Town and Country Homes of W. N. McGill



Fourth of July Scenes — Mountains Near Ely



Ely's First Auto, and Fourth of July Scenes



Dipping Sheep ; Also Something Better to Look at



Picnic Parties on Duck Creek



Fifty-mile View of Steptoe Valley, with Incidental Scenes



In the Homes of the People



Palisades Near Ely



Typical Mountain Scenery



The Mountains in Autumn



Homes of Well Known Residents



Churn Drill en route to the Ely Central Mines, and Scenes Along the Road



Snap Shots Here and There



Bank of Ely, Inc.



Elmer's Building near the Nevada Hotel



Some Pioneer Business Houses

Antiquities Act Centennial

The Antiquities Act is the first law to establish that archeological sites on public lands are important public resources. It obligates federal agencies that manage the public lands to preserve for present and future generations the historic, scientific, commemorative, and cultural values of the archaeological and historic sites and structures on these lands. It also authorizes the President to protect landmarks, structures, and object of historic or scientific interest by designating them as National Monuments.

The Act grew out of concerns that developed over the course of the last quarter of the 19th century for the preservation of American's archeological sites and the artifacts and information that they contained. National and regional educators and scientists, including those involved in the developing profession of archeology, joined together in a movement to safeguard sites on public lands being endangered by haphazard digging and purposeful, commercial artifact looting.

After a generation-long effort, on June 8, 1906, President Theodore Roosevelt signed the Antiquities Act into law, thus establishing the first general legal protection of cultural and natural resources in the United States. The Act set important precedents, including the assertion of a broad public interest in archeology on public lands, as well as support for the care and management of archeological sites, collections, and information. The act linked the protection of sites and their appropriate, scientific excavation with public programs to care for and provide public interpretation of artifact collections and information from the study of a site and its contents.

The Antiquities Act stands as an important achievement in the progress of conservation and preservation efforts in the United States. Its effects are still felt. The Act created the basis for the federal government's efforts to protect archeological sites from looting and vandalism. It provided a foundation of public policy from which more specific public attention to and preservation of historic places and structures, cultural landscapes, and other cultural resources developed during the course of the 20th century. Today, many different organizations cooperate in diverse partnerships, including governments at the Federal, state, tribal and local levels; professional and scholarly groups; and communities. In shaping public policy to protect a broad array of cultural and natural resources, the impact of the Antiquities Act is unmatched.

In 2016, the centennial celebrations of a number of national monuments designated by the president under the Antiquities Act will overlap with another important celebration, the centennial of the creation of the National Park Service. Join the Archeology Program and the National Park Service in recognizing the significance of the Antiquities Act to all peoples.

East Ely Railroad Depot Museum



In the 1990 the Depot Building and the Freight Barn were given to the State of Nevada for the establishment of a museum in eastern Nevada. As the newest of six state museums, the East Ely Railroad Depot Museum shares the mission of the other institutions. Staff are dedicated to the collection, preservation, study, and interpretation of the vast and rich heritage of the State of Nevada.

The East Ely Railroad Depot Museum focuses on the historical industrial development of Nevada as evidenced by the massive copper production in the area which began in 1900. Located in the historic Nevada Northern Railway Depot building, the museum interprets mining and transportation heritage.

The museum is a quality experience for anyone in the Ely area. In addition, researchers find the museum's document collection a great help. The vast collection contains thousands of documents that represent the history of the Nevada Northern Railway. These documents range from payroll ledgers to original right of way maps. The Centennial of the Depot is in 1907.

Nevada Northern Railway Museum

Vision. One hundred years ago people with vision imagined what it would take to develop the copper deposits near Ely in White Pine County, Nevada. Their vision included a railroad which would connect the mine to a distant mill - and White Pine County with the country. Where only sagebrush grew, these people saw towns, mines, a smelter and a railroad. In September 1905 they acted on their vision; construction was started on the railroad. A little over a year later the steel rails reached Ely and on September 29, 1906, a Copper Spike Ceremony was held to commemorate the arrival of the Nevada Northern Railway in Ely.

In 1906, the future appeared limitless, there was a mountain of copper that needed to be mined, smelted and delivered. And for the next seventy-two years the ore trains ran to the smelter. Then the mine closed and on June 21, 1983 the last Nevada Northern Railway train was operated. Anywhere else this would have signified the end; track would have been torn-up, equipment either scrapped or sold and buildings would have been torn down. Until the only thing left would be fading photographs and memories. Remarkably, this didn't happen in the high desert of east central Nevada. Instead, a window on life in the last century was created. A fifty-six acre complex with sixty-six buildings and structures survived because of their remoteness.

Along with the buildings and track, three of the original steam locomotives; five of the original diesel locomotives and over seventy pieces of rolling stock survived as well. And even more incredibly, the vast majority of the paper records survived into the 21st century.

For twenty-one years people with vision have worked to save the railroad and the complex. They recognized the importance of this piece of Americana. They believed that this museum is a national treasure. And that's not just their opinion. William L. Withuhn, Curator of the History of Technology & Transportation section at the Smithsonian Institution, said:

"Among all railroad historic sites anywhere in North America, the

Nevada Northern Railway complex at East Ely is -- no question in my view -- the most complete, most authentic, and best cared-for, bar none. It's a living American treasure and a stand-out one. Historic tracks, original depot and office building, enginehouse, freight shed, three original steam locomotives, five historic and rare wooden passenger cars, Kennecott diesel engines, 60 early freight cars, working machine shop, foundry -- even the cooling tower and water tower that are icons of the site -- everything is still there.

I've been in this business for over two decades, and there's nothing like it. The steam trains to Keystone, the trains on the "Hi-line" overlooking the Steptoe Valley, and the cultural events at East Ely during the year complete the picture for visitors and are what elevate the Nevada Northern Railway Museum and historic site to living history status. It's a precious piece of Nevada's heritage and, just as important, a step back in time into an all-important era in American history and our Nation's cultural heritage."

September 29, 2006 is the one hundredth anniversary of the Copper Spike Ceremony that signified the completion of the railroad. Now, one hundred years after its construction, people with vision are working to save the railroad, the complex and perhaps most importantly; the knowledge and skills necessary to keep the steam locomotives steaming.

For a nearly a century all repairs that were made on the railroad's locomotives and rolling stock were made here in Ely. We need to continue this tradition for two reasons:

First: People come to this remote corner of Nevada to see a steam locomotive in operation. And this is the conundrum: how do we keep an uneconomic piece of obsolete technology in operation? A steam locomotive is expensive to operate; it needs specialized tools and knowledge. It is obsolete technology. Yet, how can we understand the genius that created it, if it doesn't operate? We need to keep the steam locomotives in operation so the future generations can experience the genius up close. Thus the need for a living museum as the railroad enters its second century of operation.

Second: The continued operation of the steam locomotives takes specialized tools and knowledge. After all, one doesn't go to the local NAPA store and ask for parts for a 1909 ALCO 2-8-0 steam locomotive. We need to be able to continue the tradition of maintaining and repairing our equipment here in Ely. This is our goal; to showcase the steam locomotives in the context of their heyday during the last century.

This goal is also our challenge. We need to modernize and preserve the complex for its second century. In addition to the locomotives and rolling stock, we are charged with protecting the buildings and the grounds.

As was done a century ago we will need to develop a new vision on how to best preserve and protect what will soon become our nation's newest National Historic Landmark.

This will be a balancing act between maintaining the status quo and at the same time making the complex accessible to visitors so they can understand uniqueness of the complex.

One hundred years ago it was a bold vision that created the railroad and the mine. To preserve and protect the railroad for yet another one hundred years will also take bold vision.

This new vision by necessity, must include the building of new shops and classrooms. The current shops do not lend themselves to maintaining the locomotives and rolling stock. At the same time we don't want to modernize the existing shops because that would destroy, what makes the complex special. So the choice is a new shop complex.

Then there are the locomotives themselves. In 2009, locomotive 93 turns 100 years old. The following year it will be locomotive 40's turn. The age of these locomotives presents a seemingly impossible situation for the museum.

The steam locomotive revolutionized society. For the first time humans were not depended on animal power or wind power. Cities could now be built in the interiors of continents. Yet to experience the wonder of a steam locomotive and understand it, the steam locomotive must operate.

However, every time a steam locomotive is heated up, it consumes part of itself. So this is the paradox: In order to show the public how a steam locomotive works, we use up part of it, which diametrically opposes our mandate to preserve it. So what is the solution? One possible solution is to construct a facsimile of Nevada Northern locomotive 20. This would be a huge undertaking, but not as unbelievable as it sounds. The British are already doing just this. They are constructing a new steam locomotive from the ground up.

By following this path, we could extend the life of our current locomotives almost indefinitely and still be able to show the public the wonders of steam. Yes it does sound far fetched, but not any more so than the vision exhibited a century ago.

A century ago, our forefathers thought big, they built cities, a railroad, a mine and a smelter. It is incumbent upon us to think big, too. Our vision, then, would be to build new shops as part of a working museum and allowing the original ones to stand for another century as interpretive museum pieces.

That vision would include replicating our steam locomotives so as to preserve the originals from self-destruction while continuing to operate a living, fire-breathing railroad museum as testimony to the mechanical genius of Americans in the 19th and early 20th centuries.

The Vision would also include classrooms which would present an additional avenue of historical education to the public and more importantly, be a means of teaching new generations how to maintain and operate a living part of our heritage. Not just The Nevada Northern, but as an educational tool for operators of museum and tourist railroads across the nation.

This is a Vision to preserve and keep alive something tremendously valuable and important. Is it viable? Is it reasonable? Is it possible?

Of course it is, to those with Vision; and we invite you to join us.

Nevada Northern Railway Today

The photo on the right is of locomotive 93 heading up the hill to the copper mine. She is pulling a heavy load. If you study this photo long enough, you can just about hear the chuffing of the locomotive as it echoes off the canyon walls.

Since 1909, locomotive 93 has been making the trip from Ely to the mines and then to the smelter. Back and forth, year after year, the show went on.

This is a living breathing example of what it is all about. In the cab of the locomotive the fireman is shoveling coal into a white hot firebox. The engineer is peering ahead, watching the track.

In the caboose, the conductor is reviewing waybills and the rear brakeman is sitting up in the cupola of the caboose watching the train.

This was a scene that was repeated countless times across the country. Now only a few places are left.

The Nevada Northern Railway is one of these places. Here the steam locomotives still do what their designers intended, move cars up the hill.

As we steam into our second century, we are committed to keeping the steamers hot.



Photo by Joel Jensen